

DEFINITIONS

CONSTRUCTION/CAPACITY IMPROVEMENTS

- The building of a totally new road where no road previously existed
- The addition of lanes to an existing roadway (only the additional lane area is considered construction)
- Increasing the capacity of a highway to accommodate that part of traffic having neither an origin nor destination within the local area
- Widening of a lane width or more
- Adding turn lanes of more than ½ mile in length

PRESERVATION-STRUCTURAL IMPROVEMENTS

Preservation-Structural Improvements means: 1) The improvement of an existing road or street by correcting the grades, drainage structures, width, alignment, surface, and the hard surfacing of gravel roads; 2) The re-building of existing bridges or grade separations and the repair of such structures by strengthening, and the replacement of piers and abutments; 3) Installing traffic signs and/or signal devices in new locations and replacing existing signal devices. Preservations-structural improvements includes, but is not limited to, one or more of the following:

- Placing a hard surface on a gravel road
- All items normally included in a construction contract for a road or street, including the removal of old roadbed, structures, detour expense, and replacement of any sidewalks damaged by construction or made necessary by change of grade
- Rebuilding short sections of roadway to super-elevate curves, to improve grades, to lengthen horizontal curves, and to improve sight distances
- Resurfacing a bituminous, concrete, or brick surface with bituminous materials over 1-1/2 inches
- Placing three inches or more of new aggregate on prepared gravel or stone surfaces to substantially increase the thickness of the surfacing material beyond that originally built
- Curb, or curb and gutter construction in block lengths
- Surfacing of shoulders with materials of higher quality than adjacent roadsides
- Installation of new culverts, wash checks, baffles, drains, sewers, and catch basins on old or new roads or streets
- Modernizing intersections
- Adding auxillary turning lanes of ½ mile or less
- Extending old culverts and rebuilding headwalls
- Building flood control, flood prevention, and earthwork protective structures
- Reconstruction, restoration or rehabilitation of bridges, culverts or grade separations and required major modifications consisting of strengthening or replacement of piers and abutments, or complete deck replacements
- Installing traffic signs and/or signal devices in new locations, and replacing existing signal devices

MAINTENANCE

“Maintenance” means routine maintenance or preventive maintenance, or both.

ROUTINE MAINTENANCE

Routine maintenance" means actions performed on a regular or controllable basis or in response to uncontrollable events upon a highway, road, street, or bridge. Routine maintenance includes, but is not limited to, 1 or more of the following:

- Snow and ice removal
- Patching and repairing roadway surface of bituminous, concrete, or brick, including pothole patching
- Unplugging drain facilities
- Replacing damaged signs and pavement markings
- Replacing damaged guardrails
- Repairing storm damage
- Repair or operation of traffic signs and signal systems
- Emergency environmental cleanup
- Emergency repairs
- Emergency management of road closures that result from uncontrollable events
- Cleaning the road or street surface and associated drainage
- Mowing roadside
- Control of roadside brush and vegetation, including tree trimming
- Repairing lighting
- Keep the road or street, roadbed, surface, and drainage in good repair
- Prevent damage from water or wind
- Repair and paint bridges and guard rails
- Placing new aggregate (less than three inches) on an existing gravel or stone surface to replace original material worn off, including grading
- Reconditioning of bituminous surfaces of any length section by scarifying and remixing or resurfacing without scarifying when new material is added which increases the existing bituminous surface less than $\frac{3}{4}$ inch
- Dust layers, sprinkling, and flushing
- Guard rail or right-of-way fence repair or replacement and new installation of less than 500 feet on old roadways

PREVENTIVE MAINTENANCE

"Preventive maintenance" means a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserve assets by retarding deterioration and maintaining functional condition without significantly increasing structural capacity. Preventive maintenance includes, but is not limited to, 1 or more of the following:

- Pavement crack sealing
- Micro surfacing
- Chip sealing
- Concrete joint re-sealing
- Concrete joint repair
- Filling shallow pavement cracks

- Patching concrete
- Shoulder resurfacing
- Concrete diamond grinding
- Dowel bar retrofit
- Bituminous overlays of 1-1/2 inches or less in thickness
- Restoration of drainage
- Bridge crack sealing
- Bridge joint repair
- Bridge seismic retrofit
- Bridge scour countermeasures
- Bridge painting
- Pollution prevention
- New treatments as they may be developed

BRIDGE

- A structure of 20 feet or more clear span length, crossing a drain, stream, or dry gully. A timber bridge is a bridge constructed from timber with a 20 foot or more clear span length crossing a drain, stream or dry gully. A metal structure bridge is a metal culvert or multi-plate arch structure with a 20 foot or more clear span length allowing for water to cross a drain, stream or dry gully. A concrete bridge is a concrete constructed structure with a 20 foot or more clear span length crossing a drain, stream or dry gully. This includes concrete I-beam with concrete deck, steel I-beam with concrete deck, jack arch (steel I-beam with concrete deck, steel I-beam on metal sheeting, pre-cast concrete arch, concrete box beam with concrete deck, and concrete box beam with bituminous deck.

CULVERT

- A structure of less than 20 feet clear span

ACTIVITY EXPLANATIONS

- 450 Primary Road Construction /Capacity Improvement Control - This activity is found in the County Road Fund. It reflects such expenses as salaries and wages, materials, equipment rental and any other expense applicable to primary road construction where Act 51 Funds are used.

Construction /Capacity Improvement is the building of a new road, street or bridge on a new location, and the addition of lanes to increase the capacity for through traffic.

For greater detail, the road commission will use the following activity numbers:

- 451 Primary Road – Construction/Capacity Improvement
 - 452 Primary Road - Bridges and Structures Construction/Capacity Improvement
 - 453 Primary Road - Roadside Parks Construction/Capacity Improvement
 - 454 Primary Road - Non-Motorized Transportation Construction/Capacity Improvement
 - 455 Open
 - 456 Primary Road - Special Assessment District Construction/Capacity Improvement
 - 457 Primary Road - Other Construction/Capacity Improvement
- 458 Primary Road Preservation—Structural Improvements Control - This activity is found in the County Road Fund. It reflects such expenses as salaries and wages, materials, equipment rental, etc., used in the Preservation – Structural Improvements of primary roads where Act 51 Funds are used.

Preservation – Structural Improvements is the improving of an existing road or street by correcting the grades, drainage structures, width, alignment, surface, and the hard surfacing of gravel roads. It is the rebuilding of existing bridges or grade separations, and the repair of such structures by strengthening, and the replacement of piers and abutments. It is the initial signing of newly constructed roads or streets, major resigning projects, and the installation, replacement or improvement of traffic signals.

For greater detail, the road commission will use the following activity numbers:

- 459 Primary Road – Preservation – Structural Improvements
 - 460 Primary Road - Bridges and Structures – Preservation – Structural Improvements
 - 461 Primary Road - Roadside Parks Preservation – Structural Improvements
 - 462 Primary Road - Non-Motorized Transportation Preservation – Structural Improvements
 - 463 Open
 - 464 Primary Road - Special Assessment District Preservation – Structural Improvements
 - 465 Primary Road - Other Preservation – Structural Improvements
- 466 Primary Road Routine and Preventive Maintenance Control - This activity is found in the County Road Fund. It reflects such expenses as salaries and wages, materials, equipment rental, etc., used in the maintenance of primary roads where Act 51 Funds are used.

ACTIVITY EXPLANATIONS

Routine and Preventive Maintenance is the work and materials required to keep the road or street, roadbed, surface, and drainage in good repair; prevent damage by water or wind; repair and paint bridges and guard rails; provide for safe and convenient travel by keeping signs, signals and pavement marking in good condition; by snow and ice removal; and cleaning the road or street surface.

For greater detail, the road commission will use the following activity numbers:

- 467 Primary Road – Routine and Preventive Maintenance
- 468 Primary Road - Bridges & Structures Routine and Preventive Maintenance

A bridge is a structure of 20 feet or more clear span length, crossing a drain, stream or dry gully.

- 469 Primary Road - Roadside Parks Routine and Preventive Maintenance
- 470 Primary Road - Non-Motorized Transportation Routine and Preventive Maintenance
- 471 Open
- 472 Primary Road - Winter Routine and Preventive Maintenance
- 473 Primary Road - Traffic Control Routine and Preventive Maintenance
- 474 Primary Road - Other Routine and Preventive Maintenance
- 475 Open - These activity numbers are available for assignment to possible future
- 479 primary road programs which may be established by MDOT.
- 480 Local Road Construction/Capacity Improvement Control - This activity is found in the County Road Fund. It reflects such expenses as salaries and wages, materials, equipment rental, etc., used in the construction of local roads within the county where Act 51 Funds are used.

Construction/Capacity Improvement is the building of a new road, street or bridge on a new location, and the addition of lanes to increase the capacity for through traffic.

For greater detail, the road commission will use the following activity numbers.

- 481 Local Road – Construction/ Capacity Improvement
- 482 Local Road - Bridges and Structures Construction/ Capacity Improvement
- 483 Local Road - Roadside Parks Construction/ Capacity Improvement
- 484 Local Road - Non-Motorized Transportation Construction. / Capacity Improvement
- 485 Open
- 486 Local Road - Special Assessment District Construction/ Capacity Improvement
- 487 Local Road - Other Construction/ Capacity Improvement
- 488 Local Road Preservation – Structural Improvement Control - This activity is found in the County Road Fund. It reflects such expenses as salaries, wages, materials, equipment rental, etc., used in the preservation – structural improvement of local roads.

ACTIVITY EXPLANATIONS

Preservation – Structural Improvement is the improving of an existing road or street by correcting the grades, drainage structures, width, alignment, surface, and the hard surfacing of gravel roads. It is the rebuilding of existing bridges or grade separations, and the repair of such structures by strengthening, and the replacement of piers and abutments. It is the initial signing of newly constructed roads or streets, major resigning projects, and the installation, replacement or improvement of traffic signals.

For greater detail, the road commission will use the following activity numbers:

- 489 Local Road – Preservation – Structural Improvement
- 490 Local Road - Bridges and Structures Preservation – Structural Improvement

A bridge is a structure of 20 feet or more clear span length, crossing a drain, stream or dry gully.

- 491 Local Road - Roadside Parks Preservation – Structural Improvement
- 492 Local Road - Non-Motorized Transportation Preservation – Structural Improvement
- 493 Open
- 494 Local Road - Special Assessment District Preservation – Structural Improvement
- 495 Local Road - Other Preservation – Structural Improvement

- 496 Local Road Routine and Preventive Maintenance Control - This activity is found in the County Road Fund. It reflects such expenses as salaries and wages, materials, equipment rental, etc., used in the maintenance of local roads within the county where Act 51 Funds are used.

Routine and Preventive Maintenance is the routine work and materials required to keep the road or street, roadbed, surface and drainage in good repair; prevent damage from water or wind; repair and paint bridges and guard rails; provide for safe and convenient travel by keeping signs, signals and pavement marking in good condition; by snow and ice removal; and cleaning the road or street surface.

For greater detail, the road commission will use the following activity numbers:

- 497 Local Road – Routine and Preventive Maintenance
- 498 Local Road - Bridges and Structures Routine and Preventive Maintenance
- 499 Local Road - Roadside Parks Routine and Preventive Maintenance
- 500 Local Road - Non-Motorized Transportation Routine and Preventive Maintenance
- 501 Open
- 502 Local Road - Winter Routine and Preventive Maintenance
- 503 Local Road - Traffic Control Routine and Preventive
- 504 Local Road - Other Routine and Preventive Maintenance